

PUBLIC HEARING
GOLD MINE ROAD BRIDGE AND BIKE PATH

Capital Improvement Project No. 501302

April 20, 2016 6:30 p.m.

Brooke Grove Elementary School

2700 Spartan Road

Olney, Maryland 20832

*Testimony of
Bruce E Johnston, P.E., Chief
Division of Transportation Engineering
Department of Transportation:*

GREETING

Thank you, Mr. Dorsey. Good afternoon ladies and gentlemen. My name is Bruce E. Johnston. I am the Chief of the Division of Transportation Engineering for the Montgomery County Department of Transportation.

The purpose of this evening's public hearing is to present to you a proposal for the replacement of Bridge No. M-0096 on Gold Mine Road over Hawlings River and bike path extension in the Fourteenth Election District of Montgomery County.

PURPOSE AND NEED

This project to replace Bridge No. M-0096 is needed due to its age and deteriorated condition. Built in 1958, the existing bridge is a 30-foot long single span structure with a 15-foot 6-inch clear roadway. The 2015 Bridge Inspection Report found that the bridge roadway width is insufficient for current needs and the load carrying capacity is reduced enough to warrant a high priority for full bridge replacement. The bridge has a sufficiency rating of 41.9 out of 100, where 100 percent would

represent an entirely sufficient bridge and zero percent represents an entirely insufficient or deficient bridge. In addition, other design issues such as frequent flooding, inadequate sight distance approaching the single lane bridge, and outdated bridge railings for vehicle crash safety need correction. Since the bridge is handling more traffic than it was designed for, the bridge is considered functionally obsolete. The bridge is currently weight restricted and is posted for 22,000 lbs based on two axle truck and 34,000 lbs based on 3 axle truck with trailer. School buses have been granted a waiver to exceed the load posting to cross the bridge therefore we have increased the frequency of inspection of the bridge until replacement.

PROJECT ELEMENTS

For orientation purposes, please refer to Display “Vicinity Map”. The existing crossing of Bridge No. M-0096 over Hawlings River is located approximately 1,800 feet west of the intersection of Gold Mine Road with New Hampshire Avenue. Gold Mine Road is designated as a county primary residential road. The proposed project consists of two sections: Section one involves replacing the existing deteriorated bridge and reconstructing approximately 720 feet of approach roadway to tie the proposed bridge into the existing road. The bridge construction is estimated to take 8-months. This portion of gold Mine Road will be closed while maintaining traffic with a detour. Section two involves approximately 800 feet of roadway improvements and bike path extension between James Creek Court and Chandlee

Mill Road. These improvements will be completed with a short 2-month summer roadway closure while maintaining traffic with a detour. Please refer to Display “Detour Plan” for details of the detour. During the roadway closure, traffic will be detoured through Gold Mine Road to New Hampshire Avenue (MD 650) to Sandy Spring Road (MD 108) to Georgia Avenue (MD 97). This detour route is selected to comply with County policy to only use similar or higher level classified roads as suitable detour roads.

Some aspects of the project are highlighted below:

- The existing 30-foot long steel beam bridge is rated as poor condition. The existing bridge will be replaced by a new 55-foot-span bridge, consisting of precast, prestressed concrete beams with a reinforced concrete deck slab. The beams will be supported on new reinforced concrete abutments with steel piles set in rock. The new bridge will be widened from the existing 15-foot 6-inch clear roadway to provide a 33-foot clear roadway width that will accommodate two 11-foot travel lanes, two 4-foot minimum shoulders and a 8-foot bike path. This width will allow for the implementation of safe on-road bicycling in accordance with the Master Plan. Please see Display “Plan and Elevation” and Display “Typical Section”.

- The bridge railing system will be upgraded by replacing the existing substandard traffic barriers with AASHTO approved traffic barriers and bridge railings.
- The existing bridge currently floods several times a year requiring temporary road closures. The hydraulic performance of the bridge will be improved by increasing the bridge waterway opening. The new bridge and approaches will not experience flooding during a 5-year storm event.
- The roadway alignment between James Creek Court and Chandlee Mill Road will be improved, including construction of an 8-foot bike path extension, retaining wall, drainage improvements, 10-foot travel lanes, and 4-foot shoulders .
- The roadway alignment changes will improve approach sight distances approaching the bridge and the intersection of Chandlee Mill Road. A crosswalk on Chandlee Mill Road will be provided for bike path users.

The project will meet all applicable federal, state, and local regulations to ensure the project minimizes impacts on adjacent environmental and community resources.

For example:

- Storm water management and sediment control measures meeting the requirements of the Montgomery County Department of Permitting Services will be provided.

- A permit from Maryland Department of the Environment will be obtained prior to construction.
- Sediment control practices will be implemented during construction to ensure sediment laden water does not enter the local waterway.

COST AND ASSESSMENTS

The total cost of this project is currently estimated at five million two hundred ninety-nine thousand dollars (\$5,299,000) including engineering, land acquisition, site improvements, utilities, construction, and construction inspection. This bridge replacement project will be partially funded by the County with the remaining funds coming from the Federal Highway Administration. The bike path extension and roadway improvements between James creek Court and Chandlee Mill Road is County funded.

As indicated in the Executive Order authorizing this hearing, and pursuant to Section 49-53 of the Montgomery County Code (2004 Edition as amended), there are no properties which are considered to be specially benefited by the proposed project. Therefore, no properties are expected to be assessed for property tax.

Several exhibits are incorporated into the public record for your information and consideration.

List of Exhibits:

1. The mailing list of adjacent property owners
2. Copies of the newspaper publication of the hearing notice
 - (a) The Washington Post
3. Copy of the Capital Improvement Program “Project Description Form CIP No. 501302”, as approved by County Council for Fiscal Year 15-20
4. Copy of the latest project construction drawings for advertisement
5. Copy of the 2015 Montgomery County Biennial Bridge Inspection Report

As stated, the plans showing the proposed work are available for examination in the offices of the Montgomery County Department of Transportation on the fourth floor of the Public Safety Headquarters at 100 Edison Park Drive, Gaithersburg, Maryland.

The current project schedule anticipates that the construction will start in the spring of 2017 and be completed in the spring of 2018.

The following County representatives are here with us this afternoon: Mr. Girum Awoke, Mr. Barry Fuss, Mr. Brian Copley, Ms. Francis Amir, Ms. Stella Igbinedion, and Ms. Sogand Seirafi. They will be available to answer any questions relating to the engineering, construction, right of way acquisition process, and Maintenance of Traffic during construction after this hearing.

This concludes the presentation of the project description by the Department of Transportation. I will now turn the Hearing back to you Mr. Dorsey, thank you.